

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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two reports on the city of Minsk:

- Attachment 1 is a ten-page report containing industrial, military, and miscellaneous information on Minsk and its vicinity. Included in the report is an annotated overlay of the city with 97 points delineated.
- Attachment 2 is a 22-page report containing industrial, military, and transportation information on the city of Minsk. Also included in the report are two sketches: one of the city proper, with particular emphasis on street names, containing 75 points; the other, an 11-point sketch, showing locations of industrial and military installations just east of the city along the road to Smolensk.

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COUNTRY: USSR (Belorussian SSR)

SUBJECT: Industrial, Military, and Miscellaneous
Information on Minsk and its Vicinity

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General

1. Minsk, capital of the Belorussian SSR, had been completely rehabilitated after the destruction of World War II through the extensive construction of both residential and public buildings. Bricks were used exclusively in the construction and the buildings were generally six or seven stories high. In recent years, apartments have been built as self-contained units, i.e., each apartment had its own kitchen and sanitary facilities, thus removing one of

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the principal causes of disputes between tenants. The construction of an air raid shelter for every residential building was obligatory. The shelter was generally built beneath the building which it served, at a depth of one or two meters below ground level. It had two entrances and one emergency exit which consisted of a concrete tunnel 1.5 meters high and 1.5 times as long as the height of the building which the shelter served; it was meant to be used in case of a direct hit on the building.

2. In recent years there have been no general air raid drills in Minsk which have involved the entire population. The only civil defense exercises held were those of the MPVO (Miestnaya Protivoz-dushnaya Oborona) crews, which were recruited from among the workers in various industrial plants and institutions according to the municipal rayons.

3. The inhabitants of Minsk frequently visited theatres and movie houses. Seats in both cases had to be reserved beforehand and the tickets, available only at the box office, had to be purchased before the performance. The ushers were very poorly paid and were glad of any tips offered. They augmented their income by admitting people who did not have tickets and, for an additional consideration,

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they would find them seats. All theatres and movie houses had emergency exits which were marked with red lights.

4. Minsk had both cafeterias which served sandwiches and cold lunches and restaurants which served full cooked meals. Both served alcoholic beverages. These places served as social centers for all strata of the population who felt inclined to eat together or have a friendly drink. The conversation on such occasions consisted of the usual small talk, gossip and sports news, but never included public or political matters. The custom of checking identity cards in public places had been discontinued, but apparently each restaurant had a waiter or waitress who collaborated with the security services and reported on the behavior of persons in whom these services were interested.

5. A marked improvement in both the styles and the quality of clothing was noticeable throughout Minsk, particularly among the white collar workers. The khaki shirts and trousers were disappearing and more and more suits were seen, although they were made with the Russian-style wide trousers; the fedora was displacing the peaked cap. These changes were evident even among the proletariat,

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who had begun wearing suits after work. The clothing was not of high quality and since good materials were scarce, cottons were used mainly. Ration coupons were no longer necessary for clothing and footwear.

6. The summer homes of many Belorussian political leaders, such as ministers and top Party officials, were located in the vicinity of Gorodishchi [Gorodishche ?, N 53-50, E 27-20]. The exact locations were not known.

Industrial Information

7. A watch factory (Shasovoy Zavod), constructed in the period 1956-1958, was located at the end of Prospekt Stalina in the direction of Smolensk. The plant began operations in 1958, but by the end of that year none of its products had yet appeared on the market. According to rumor, the plant also produced miniature watches, which were called "buttons" by the local population. The plant area was surrounded by a brick wall 2.5-3 meters high. Within there were eight four- or five-story buildings made of silicate bricks. No further details were available.

8. A top secret plant, built in recent years, was located 250-500 meters beyond the watch factory, occupying a very large area

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between Prospekt Stalina and the Lagoyskiy Trakt. The plant, whose number was not known, faced the Minsk-Smolensk highway but was hidden by a high brick wall. [redacted]

[redacted] it belonged to the aircraft industry. The plant began to work at full capacity in 1958. It was known that the plant contained a casting department and that roofs of the buildings within the compound were vaulted. All applicants for employment at the plant underwent a very stringent security check before being accepted. No further details were available.

9. The former Molotov Radio Plant, located at the crossroads known as "Komarovskoye Koltso", had been called the Lenin Radio Plant (Radiozavod Imeni Lenina) since 1957. This also was a numbered plant (Numernoy Zavod), but its number was not known. Details on the production of this plant were lacking, but according to rumor, it produced radios which were enclosed in metal boxes and which were destined for military use only.

10. There was another radio plant in Minsk called the Kalinin Radio Plant (Radiozavod Imeni Kalinina). It produced television sets, one type of which was called Byelorus-3, and radio receivers, one type of which was called R-7. No further details were known on this plant.

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11. In 1956 construction was begun on a ball bearing plant (Sharikopodshipnikovy Zavod) located on Dolgobrodskaya in the eastern part of the city. It began partial production in early 1958, but further details were lacking.

12. In recent years a plant for the manufacture of spare parts for tractors has been under construction on the eastern part of Dolgobrodskaya Street. This plant, a branch of the tractor factory also located in Minsk, had not yet started production in 1958.

13. According to rumor, a plant for the manufacture of precision instruments (Zavod Tochnikh Mashin) was being constructed near the Komarovskiy Bazar. No details were available.

14. A plant for the spinning of fine threads (Tonko-Priadilniy Kombinat) was located in the southeastern part of the city near the railroad freight station. The plant began production in 1958, but shortly after its opening the roof collapsed, killing or injuring about 300 workers. The committee of inquiry set up to investigate the disaster blamed the construction engineer, who was arrested and tried.

15. The following industrial enterprises were located in Zhodino [N 54-06, E 28-21], a town in the Minsk Oblast which was

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situated near the road to Borisov:

a. A power station (TETS), completed in 1958. Part of the current produced by this station was supplied to the tractor plant in Minsk and to the city network for lighting purposes.

b. A plant for agricultural machinery (Zavod Selkhoz Mashin), constructed in 1957. The plant's main item of production was "plows" designed for uprooting trees. According to rumor, the "plows" were also supplied to the military which used them for leveling terrain in preparation for road building.

Military Information

16. A large military camp was located on the Lagoyskiy Trakt. From a sergeant stationed at the camp it was learned that it contained three radar regiments (Radiolokatzionniye Polki) which were directly subordinate to the supreme command of the Soviet army in Moscow and which were commanded by a lieutenant general (Gen. Leit). The units were equipped with radar mounted on vehicles and [redacted]

[redacted] they often detected foreign aircraft which flew so high that the Soviet air force was powerless to intercept them. The

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camp was visited by generals from Moscow quite frequently. Opposite the camp, on the other side of the highway, there was a housing project for the officers who served at the camp, and their families. A communications center, subordinate to this camp, was located at Kolodishchi N 53-56, E 27-46.

17. A large military camp was situated on both sides of the Minsk-Smolensk highway, about one kilometer past the village of Uruchie Uruch'ye, N 53-57, E 27-41. Stationed at this camp were about three divisions of infantry, artillery, and armor. No details were available.

18. There was a training center for infantry, artillery, and supply officers between Gorodishchi and Kolodishchi, the exact location of which was not known. Each school in the center was a separate unit and was not linked administratively to any of the other schools. No further details were available.

Personalities

19. The following individuals were residents of Minsk:

- a. Diuymishkina (fmu), female, was director of the residents' registry department (Pasportniy Stol) of the city militia directorate in Minsk.

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b. Noskov (fmu), a judge in the MVD military court in
Minsk, [redacted]

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c. Rozov (fmu), an MVD major, was an MVD prosecutor for
the Minsk Oblast. [redacted]

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d. Rukin (fmu), an MVD captain, [redacted]

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e. Lt. Col. Ubarevich (fmu), an MVD officer, was commander
of OVIR, the department of permits and registration of foreigners,
of the Republican MVD Directorate for the Belorussian SSR. [redacted]

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f. Lt. Col. Vorobiov, an infantry officer, was director
of the reserve officers section in the rayon recruiting office
(Rayvoyenkomat) in the Voroshilov quarter of Minsk. [redacted]

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20. The following MVD officers held positions in the administration of the five prison camps in Kushmangorod, near Solikamsk
[N 59-39, E 56-47]:

a. Capt. Farshteyn (fmu), [redacted] was deputy commander

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in charge of administration for technical matters in the logging operations of the five camps.

b. Capt. Kholkin (fmu), commander in charge of administration

of the five camps, [redacted]

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c. Capt. Ponomarenko (fmu), who was in charge of discipline

in the administration of the five prison camps, [redacted]

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d. Capt. Sukhodub (fmu), commander of one of the five

prison camps, [redacted]

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Attachment: Town plan of Minsk (1: 12500)

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Legend to Town Plan of Minsk (1:12500)

1. Prospekt Stalina (formerly Sovetskaya)
2. Novomoskovskaya
3. Sverdlova
4. Dolgobrodskaya
5. Komarovskoye Koltso (crossroads)
6. Komarovskiy Bazar
7. Lagoyevskiy Trakt (highway)
8. Dobrolivbova Street
9. Lenin (formerly Molotov) Radio Plant
10. Polytechnic Institute
11. Physical Education Institute (Fizkulturniy Institut)
12. First City Hospital (Pervaya Sovetskaya Bolnitsa)
13. The Stalin republican printing house
14. Vocational school for young people and technicum of finance
15. Academy of Sciences of the Belorussian SSR
16. Watch factory (Chasovoy Zavod)
17. Pushkin Park, a pine wood

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18. Aircraft industry plant
19. Radar units' camp
20. Officers housing
21. Plant for precision instruments (under construction)
22. Kalinin Radio Plant
23. Chkalov machine tools and compressor plant
24. Trolley-bus and trolley depot
25. Pervomayskaya
26. Krasnaya
27. Television station
28. Belorussian Military District Air Force Headquarters
29. Hydroelectric power station (GRES), unused in recent years
30. Hotel
31. Yanko Kupaly Street
32. Second City Hospital (Vtoraya Sovetskaya Bolnitsa)
33. Tradeunions' Palace of Culture
34. Council of Ministers
35. Medical institute
36. Railroad passenger station
37. Ministry of Posts of the Republic and central post office
38. Offices of Supply Branch, Belorussian Military District Headquarters

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39. Belorussian Military District Headquarters
40. Opera house
41. Penicillin plant
42. Rolling stock plant (repair and construction)
43. Minsk civil airport
44. Third City Hospital (Tretiaya Sovetskaya Bolnitsa)
45. Sports stadium
46. Tannery
47. Chervinskiy Trakt (highway)
48. Meat products combine (Miasokombinat)
49. Voroshilov foundry and machine tools plant
50. Mogilovskoye Shosse (highway)
51. Auto repair plant
52. Bicycle plant
53. Oxygen plant
54. Auto repair workshop of the auto plant
55. Auto plant (MAZ)
56. Tractor plant
57. Fuel depot
58. Tractor and auto spare-parts stores for the republic
59. Gypsum plant

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60. Ball bearing plant
61. Tractor spare parts plant
62. Hospital for infectious diseases
63. Gorkovo Street
64. Beer brewery
65. District Military Hospital (Okruzhnoy Gospital)
66. Central fire station
67. Motor vehicle repair workshops
68. Auto repair workshops (Avtoremontniy Zavod)
69. Bridge
70. Republican MVD and MGB directorates
71. Bridge
72. Warehouse area
73. Shoe factory (formerly the Kaganovich factory)
74. Prison
75. Republican Party school (Partiynaya Shkola)
76. Republican railroad directorate
77. Republican Party Headquarters
78. Officers Club (Dom Ofitsera)
79. Hospital and clinic for top government officials (Sanlechupravlenie)
80. Kirov tool plant

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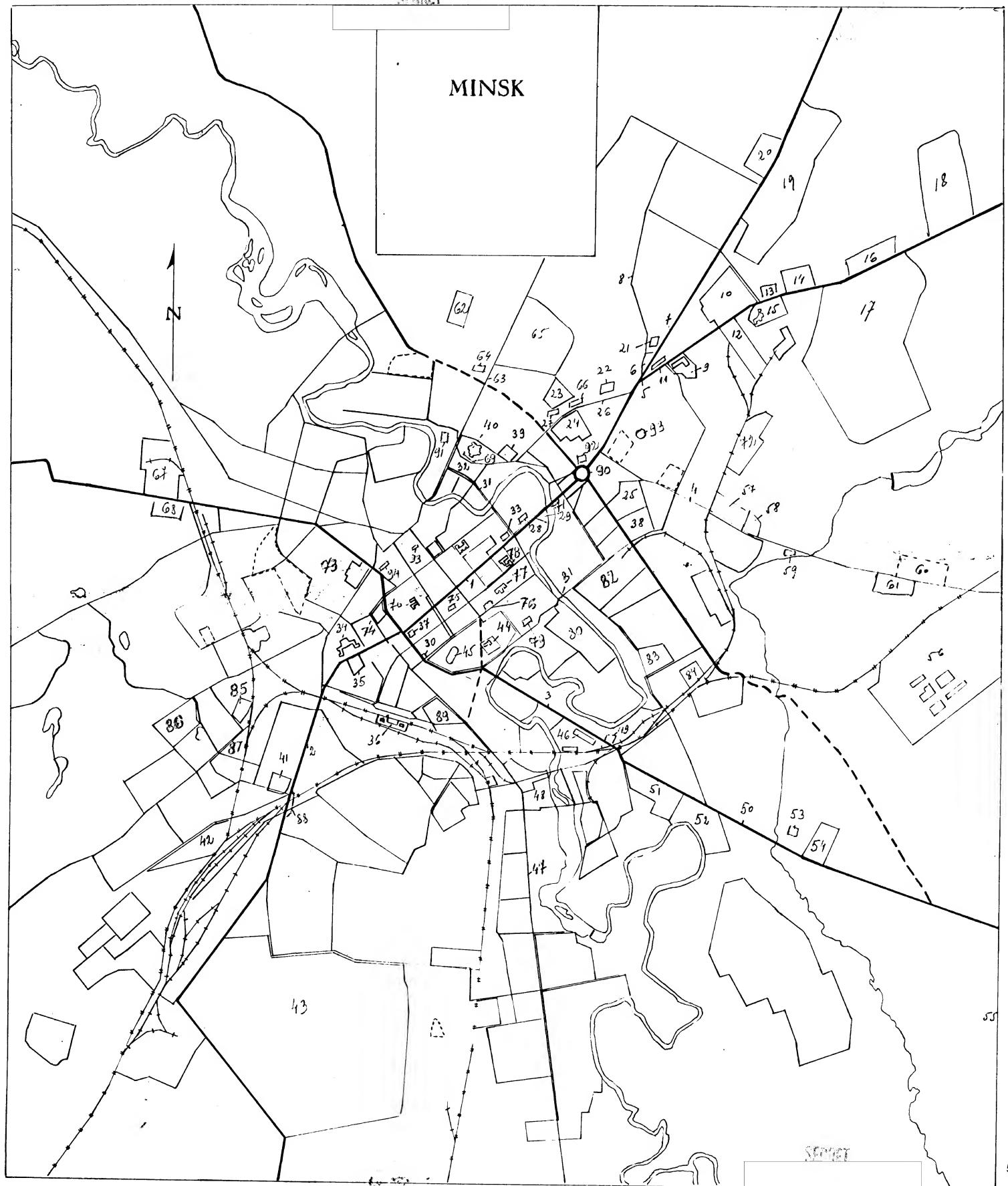
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etc

81. Bridge
82. Military supply stores
83. Auto repair shop (Avtoremzavod)
84. Railroad stores
85. Railroad stores
86. Barracks area
87. MVD troops training camp
88. Bridge
89. Railroad stores
90. Kruglaya Ploshchad (circular piazza)
91. Suvorov Academy
92. Two television transmission towers
93. Oblast military commissariat (Oblvoyenkomat)
94. City Militia Directorate

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COUNTRY: USSR (Belorussian SSR)

SUBJECT: The City of Minsk

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1. The city of Minsk, which had a population of about 420,000, was divided into the following rayons:
 - a. Leninskiy rayon, which was the central area of town and included Lenin Street and part of Prospekt Stalina.
 - b. Oktyabrskiy rayon, which included the western area of town.
 - c. Frunzenskiy rayon, which was the north-western part of town and included part of Gorkogo Street.
 - d. Stalinskiy rayon, which was the area of the Minsk Tractor Plant (Minskiy Traktorniy Zavod).
 - e. Voroshilovskiy rayon (no details).

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Military Information

2. Apart from the MVD Troops Regiment (Bel-Polk) in Minsk, which was stationed in the vicinity of the concrete highway bridge at the end of ulitsa Moskovskaya, there was a large military unit, or number of units, stationed at the end of Lagunskiy Trakt, in the direction of Vitebsk. The barracks of the unit, which occupied a large ^{area}, were located on the right-hand side of Lagunskiy Trakt coming from the center of town, about 1.5 kilometers from Komarovskaya Plosh. The road side of the barracks area was enclosed by a high board fence. About ten identical one-or-two-story buildings could be seen within the barracks area, and antiaircraft guns stood in the barracks courtyard.
3. Many large military units were also stationed in the eastern suburbs of town, in the vicinity of Moskovskoe Shosse.
4. Military installations in Minsk included the following:
 - a. A military hospital, which occupied an entire quarter between Komarovskaya, Gorkogo and Kuybysheva Streets; it had been there since before World War II. The hospital comprised about 8 to 10 two-or-three-story, white plastered buildings.

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- b. The Belorussian Military District Headquarters (Shtab Belorus. Voyen. Okr.), which occupied a three-or-four-story building on Kalinina and Kuybysheva; it was surrounded by a high, wire-net fence. The building was about 200 meters behind the opera house.
- c. Quartermaster Headquarters (Shtab Tyla) of the Belorussian Military District. It occupied a three-story building on Kalinina and 1 Maya.
- d. Military stores and barracks (housing a small unit), which occupied an area of 250 x 200 meters at the end of Zakharova. It was surrounded by a barbed wire fence. There were a small number of one-story buildings; no vehicles could be seen (no further details).
- e. Barracks occupied by the so-called Bel-Polk MVD, which included quarters for married officers. These troops wore red shoulder-boards.
- f. MPVO Headquarters, which shared a three-story building on Oktyabrskaya with the Voroshilov Rayon Executive Committee.

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g. Military radio station, which occupied an area of 200 x 150 meters at a distance of about 400 meters from the Lagunskiy Trakt. The station was surrounded by a high board fence, and short aerial masts, connected by six suspended wires, could be seen within the station boundaries. A similar military radio station was located about 5 or 6 kilometers from the town, at the corner of Starovilenskiy Trakt and Zaslavskiy Trakt.

Construction Projects and Industrial Plants

5. In 1955, preparations were made to extend the northwest end of Lenin Street in Minsk. The street was to be extended to the area of the so-called "Tatarskie Ogorody" vegetable allotments, which belonged to the Belorus Kolkhoz, but which actually were located within the town, surrounded by streets and houses. The vegetable allotments, which extended alongside the Svisloch stream, were requisitioned and, in 1958, they had already been covered with a layer of earth 1.5 meters thick. Reportedly, a new sports stadium was to be erected on the site of the former allotments for the "Suvorovskoe Uchilishche", an officer cadet school located opposite

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the opera house, on Gorkogo. Lenin Street, when the extention was completed, was to pass by the above stadium and reach Kolkhoznaya Street.

6. Prior to 1958, there were many wooden homes on the section of Prospekt Stalina which lay between Komarovskaya Plosh and the town park (Park Cheluskintsev). In 1958, only a few wooden buildings remained as large stone apartment houses had been erected where the former had stood. The following institutions were among the many which had been established at this section of Prospekt Stalina in recent years:

- a. Polytechnic Institute (Politekh. Institut), which occupied a fine, three-or-four-story yellow plastered building. Two identical buildings, which were located on either side of the institute, served as student hostels.
- b. Finance Institute (Finansoviy Institut).
- c. Institute of Physical Culture (Fizkulturniy Institut), which occupied a three-or-four-story building.

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- d. The extension of the Belorussian Academy of Sciences by the addition of a new six-story building.
- 7. In 1954/1955, a numbered plant (nomerniy zavod) was constructed opposite the town meteorological station, on the left-hand side of the road to Smolensk (Moskovskoe shosse) coming from the town center and at a distance of about 1.5 to 2 kilometers from the town park (Park Cheluskintsev). The plant was rumored to produce ships instruments.
- 8. Since 1955, a film studio (kinostudyo) had been under construction between the meteorological station and Park Cheluskintsev.
- 9. The majority of the construction work was taking place in the southeastern part of town, in the vicinity of the Mogilev road, where extensive building projects were being carried out (no further details). In 1958, the following industrial plants were already operating in this area:
 - a. The Minsk Tractor Factory (Minskiy Traktorniy Zavod).

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- b. Minsk Automobile Plant (Minskiy Avtomobilniy Zavod), which produced the largest trucks in the USSR (up to 25 tons) and whose diesel engines were manufactured at the Yaroslavl Plant.
- c. Metal Constructions Plant (Zavod Metalokonstruktsii).
- d. Khleb Zavod No. 3, a bakery.
- e. Thermal Power Station (TETS) No. 3.
- f. Bicycle and Motorcycle Plant (Motovelo-Zavod), located near the town center, at the beginning of Mogilevskoe shosse. The plant began its production of motorcycles in 1957. It had a special loading and unloading bay at the "747-KM" Railroad Freight Station.
- g. Military Vehicle Repair Plant No. 124 (Avtoremontnyi Zavod No. 124), located on Mogilevskoe shosse.
- h. Civilian Vehicle Repair Plant (Avtorem. Zavod), located on Mogilevskoe shosse.

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- i. Tire Repair Plant (Shinoremontniy Zavod), which comprised only two small, single-story buildings, bordered on the car park of the Ministry of Transport, in the vicinity of the Clothing Factory (Shveynaya Fabrika) and the Komunarka Chocolate Factory.
- j. Clothing Factory.
- k. Two of the town's largest garages for parking ATK-1 and ATK-2 trucks.
- l. The Komunarka Chocolate Factory.
- m. TETS No. 2, which occupied a large (?) area (no details). The station operated on peat and had three red brick stacks, 20 to 25 meters high.

10. The following other industrial plants and installations in Minsk were reported:

- a. The Chkalov Machine Tool Plant (Instrumentalniy Zavod Im. Chkalov), which occupied a small area at Kuybysheva and Komarovskaya, surrounded by a board fence. About five or six single-story

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buildings could be seen within the fence.

The plant produced metal-working machines
and employed only 100 to 150 workers.

- b. The Udarnik Plant, located next to the numbered plant, which produced cranes, etc. (no further details). It was established after World War II.
- c. The "Glav. Metalo Snab" Metal Stores, which occupied a large area behind of Belorussian Academy of Sciences and was served by a railroad spur. There were very few buildings in the area and the metal was generally stored in the open.
- d. An electrical industry plant (no details), which occupied the building of the former Thermal Power Plant, GRES 1 (Gor. El. Stantsia 1); the latter was closed down in 1954.
- e. The Belorussian Central Spare Vehicle and Tractor Components Stores (Avto Traktor Sbyt), located on Dolgobrodskaya. Until 1950/1951,

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the area was a fuel storage base (neftebaza).

There were a number of store and office buildings in the area.

- f. The "Zagot Zerno" Grain Store, located next to the central vehicle and tractor components store above, comprised two single-story buildings. There were no tall elevators.
- g. The Kalinin Shoe Factory, which occupied some three or four buildings on Volodarskogo. It was formerly called the Kaganovich Shoe Factory.
- h. The Kirov Industrial Plant, which occupied an area of 700-800 x about 300 meters bordered on one side by Krasnoarmeyskaya and on the other by the Svisloch Stream. On the Krasnoarmeyskaya side, the plant was enclosed by a stone wall 2 meters high; the main entrance was on 1-Maya Street. The largest buildings of the plant, which produced primarily machine tools, was situated along the stone wall bordering on Krasnoarmeyskaya; it was about 300 meters long.

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The plant had existed before World War II and was expanded after the war. In 1948, it again went into production while the construction work continued.

- i. A large, five-story cold storage plant, located on the corner of 1-Maya and Zakharova.
- j. The Penicillin Plant (Penitsiloviy Zavod), which occupied three or four buildings on ulitsa Moskovskaya. Construction of the plant was begun in 1946/1947 and completed in 1951/1952.
- k. Large, new slaughter yards, which were being constructed behind the civilian airfield, in the vicinity of the road leading to Brest. The town slaughter yards, on Sverdlova, were to be closed down in 1957.
- l. The Yeast Factory (Drozhdzhevoy Zavod), which occupied some three or four buildings, one constructed of wood and the other two of stone. The wood frame building was situated on the side of Voroshilova Street.

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- m. The Voroshilov Metal-Working Machines Plant (Stankostroiteльniy Zavod Im. Voroshilova), which was reconstructed and expanded after World War II and extended for about 700 to 800 meters along Voroshilova, surrounded by a red brick wall. The main entrance was on Voroshilova, from where some four or five large single-story industrial buildings and one two-story office block could be seen. The plant was served by a railroad spur.
- n. Zavod Avtomaticheskikh Liniy, on the road to Mogilev, which was still under construction in 1957. The plant was to mass-produce metal-work machinery and was rumored to be larger than either the Kirov or the Voroshilov Plants. In November 1957, five or six single-story buildings had been completed.
- o. Tractor and Combine Spare Components Plant (Zavod Zap. Chastey), on the road to Mogilev, which was still under construction in 1957, when it went into production.

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p. Zavod Elektrooborudovanya, located on Dolgobrodskaya, which manufactured control boards for industrial plant electrical systems. It employed a total of 60 or 70 workers.

q. Zavod Elektrooborudovanya, located on the road to Mogilev, which produced electric motors and equipment. It was first operated in 1956.

q. The town radio station, located about 11 kilometers east of Park Cheluskintsev, in a woods near the Kolodishche railroad station. The radio station had three tall aerial masts, which could be seen from a distance of some 15 to 20 kilometers.

Utilities

ll. Prior to World War II, water and sewerage systems existed only in the town center. After the war, however, they were extended to the new workers quarters (rabochie posiolki), which were constructed in the vicinity of the bearing plant and the tractor and automobile plants.

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12. The central water supply system served the entire town. There were no wells in town and all the water was provided by one pumping station. The pumping station was located opposite the artificial lake which had been formed by damming the Svisloch stream, at the end of Starovilenskiy Trakt. The water was pumped from underground sources (no details).
13. By 1958, the sewerage system covered most of the town, apart from the area under construction, such as those at the ends of Starovilenskiy Trakt, Dolginovskiy Trakt, and Lagunskiy Trakt. All of the town's sewage pored into the Svisloch stream.

Transportation Facilities

14. The town's thoroughfares were the following:
 - a. Moskovskoe shosse (to differentiate from ulitsa Moskovskaya), a continuation of the eastern end of Prospekt Stalina; it led to Borisov, Orsha, Smolensk, and Moscow. Prospekt Stalina was an entirely new street, constructed after World War II. In 1958, the section east of Dolgobrodskaya was still being widened. The total length of the street,

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which was about 25 to 30 meters wide, was surfaced with asphalt. The buildings which lined both sides of the street in the section between Sverdlova and Komarovskaya Plosh were constructed after World War II.

- b. Sovetskaya, which crossed Moskovskaya and continued into Chkalova Street and was an extension of the southwest end of Prospekt Stalina. Chkalova Street continued onto the Brest road. Sovetskaya, Moskovskaya and Chkalova were old asphalt-surfaced streets, approximately 20 meters in width.
- c. Construction was started in 1955 of a new asphalt-surfaced road to connect the Brest with the Smolensk road (Moskovskoe shosse), by-passing Minsk on the town's west side. By 1958, the new road, running through the western suburbs, was completed with the exception of its bridges.

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d. Rublevskaya, the extension of Chkalova Street, was about 10 meters wide and surfaced with asphalt. It also crossed the Slutskoe shosse, from which the Brest road branched off, at a distance of about 5 kilometers from Minsk. The entire length of the road to Slutsk and Brest was surfaced with asphalt.

e. Urtskogo, which was an asphalt-surfaced road, was about 15 meters wide. It crossed Respublikanskaya, also asphalt-surfaced and about 10 meters wide, and continued to the stone-paved, 12-meter-wide Apanskogo, and from there to the Grodno road. The Grodno road, about 40 kilometers of which was asphalt-surfaced, was stone-paved from the end of Apanskogo Street to Grodno.

f. Voroshilova, which was ston-paved and about 12 meters wide, continued to the asphalt-surfaced road that connected Minsk with Mogilev.

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The part asphalt and part stone-paved road which led to Gomei branched off the Mogilev road at a distance of about 22 kilometers from Minsk.

- g. Dolgobrodskaya, which extended to the Mogilev road, was asphalt-surfaced and about 11 meters wide.
- h. Lagunskiy Trakt, which began at Komarovskaya Plosh, was asphalt-surfaced along a stretch of about 60 kilometers from Minsk, beyond which it was stone-paved. At a distance of about 20 kilometers from Minsk, a road surfaced with asphalt (after World War II) branched off Lagunskiy Trakt to Vilnius.
- i. Stone-paved streets in the town included Krasnoarmeyskaya, Voroshilova, part of Zakharova, Oktyabrskaya, Internatsionalnaya, part of Gorkogo, Krasnaya, and Visokaya.

15. The streetcars in Minsk ran from 0500 to 0200 hours. There were seven streetcar routes and two trolleybus routes (bus timetable

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unknown). Streetcar Route No. 1 ran from the end of Lagunskiy Trakt and terminated by the concrete bridge on ulitsa Moskovskaya. Route No. 2 ran from the end of Voroshilova past Voroshilova, Ulyanovksaya, Privokzalnaya Ploshchad, ulitsa Moskovskaya, Respublikanskaya, Yubileynaya plosh., and terminated at Apanskogo. Route No. 4 ran from the end of Voroshilova along Voroshilova, Ulyanovskaya, Privokzalnaya Plosh., ulitsa Moskovskaya, Internatsionalnaya, Bakunina, Gorkogo, and terminated at Storozhevskaya. Route No. 7 connected the tractor and vehicle plants with Starovilenskiy Trakt via Dolgobrodskaya, Komarovskaya and Daumana. No details were known on streetcar routes Nos. 3, 5 and 6. Trolleybus Route No. 1 connected the meteorological station with the central passenger railroad station via Prospekt Stalina, Sverdlova, Ulyanovskaya and Privozkalnaya Plosh. The second trolleybus route also began at the meteorological station and continued along the above route until Sverdlova, where it entered Sovetskaya and continued along Moskovskaya and Chkalova to the civilian airfield.

16. The streetcar depot (tramvayniy park), on Zakharova, included a number (?) of old streetcar repair workshop buildings. Recently,

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a new two-story building had been constructed to house the offices of the town streetcar services directorate.

17. The Central Freight Railroad Station was reached from the town center by going from Prospekt Stalina to ulitsa Sovetskaya, on to ulitsa Moskovskaya, underneath the 20-25-meter-long railroad bridge, and over the concrete highway bridge, which spanned about 10-12 tracks, at the end of ulitsa Moskovskaya. From the concrete bridge, a special road about 200 or 250 meters long led to the gates of the freight station. The station warehouses were located about 20 to 30 meters from the gate on the right-hand side of the station's internal, asphalt road; on the left-hand side of the road there were some 15 to 20 railroad tracks. All the station's warehouses were concentrated under one roof, some closed in and some open. The warehouses were about 200 meters long, about 15.2 meters wide, and about 4 meters high. The workshops of the station, comprising about five to seven single-story buildings of various sizes, were concentrated close together in the vicinity of the warehouses (no further details).
18. The "747-KM" railroad freight station, located southeast of the town, included some eight to ten tracks and extended for 800 to 1,000

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meters. Apart from a small office building and a local passenger ticket office, there were no warehouses or any other buildings at the station, which was mainly used for loading and unloading building materials (cement, stone, bricks, etc.).

19. The Central Passenger Railroad Station, located at Privekzal-naya, included about ten tracks. The pre-World War II single-story station building, which was reconstructed after the war, contained offices, ticket offices, and waiting rooms. There was no workshop, although there was a 25-meter-long and 12-meter-wide wooden warehouse for light freight. A metal overpass spanned the tracks and a shorter bridge provided access to the various platforms.
20. Apartment houses for railroad workers were located near the central passenger railroad station. They were constructed in 1954/1955, before which time the site was occupied by a number of wooden huts, which housed the Town and Provincial Vehicle Registration Offices (Obl. I. Gorodskaya Avtoinspeksia).
21. Bridges in the town were the following:
 - a. Pedestrian bridge over the Svisloch stream.
Constructed of wood, the bridge was about 25 meters long, 1 meter wide, and had a

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clearance of about 2 meters. There had formerly been a highway bridge at this location, but it was destroyed during World War II.

- b. Two bridges, one for vehicles and the other for streetcars, over the Svisloch stream. They were separated by a distance of about 100 meters; the wooden highway bridge was about 20 to 30 meters long, about 10 meters wide, and could take a maximum load of 15 tons. The small wooden bridge was used exclusively by streetcars.
- c. Another highway bridge over the Svisloch stream near the Electrical Industry Plant. It was a concrete structure, "hump-backed" in shape, about 30 meters long, and had a clearance of about 5 meters. It was constructed during 1952/1953 simultaneously with the construction of Prospekt Stalina.

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- d. A vehicle and streetcar bridge over the Svisloch stream, with sidewalks for pedestrians on both sides. The bridge was about 30 meters long, 12 meters wide, had a clearance of about 6 meters, and wood supports and railings.
- e. A new concrete, highway bridge across the railroad line to Mogilev, on Dolgobrodskaya Street. It was completed in 1953, was 30 meters long, about 15 meters wide, and had a clearance of 10 meters.
- f. A pre-World War II concrete highway bridge, "hump-backed" in shape and with a single concrete arc. The bridge was 200 meters long, 18 to 20 meters wide, and was used by vehicles and trolleybuses.
- g. A railroad bridge over the Svisloch stream, about 25 to 30 meters long.

22. Attached are the following:

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- a. An overlay to a town plan of Minsk, Scale 1:12,500, with legend.
- b. A sketch, with legend, of Minsk environs, along the road to Smolensk.

Legend to Overlay of Minsk

- 1. Pedestrian bridge over the Svisloch stream.
- 2. City Infectious Diseases Hospital (Gorodskaya Infektsionnaya Bolnitsa), which occupied an area of about 500 x 500 meters in size, surrounded by a board fence. It predated the war and contained some ten 20-meter-long single-story buildings.
- 3. Agricultural Experimental Station of the Belorussian Academy of Sciences.
- 4. Military Hospital.
- 5. Chkalov Machine Tool Plant.
- 6. Provincial Fire Station, occupying a one or two-story building with a tower. The ground floor served as parking space for about four or five fire engines.
- 7. A numbered plant rumored to produce some unspecified instruments. The plant employed civilians only and was not guarded by the MVD. Prior to the establishment of the plant in 1953/1954, the site was occupied by the Molotov Radio Plant.

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8. The "Udarnik" Plant.
9. Polytechnic Institute.
10. First City Hospital (Pervaya Klinicheskaya Bolnitsa).
11. Belorussian Academy of Sciences, occupying two buildings.
12. The Bel. Gos. Izdat (Dom Pechati) press and offices, occupying a white, two or three-story building.
13. The Finance Institute (Finansoviy Institut).
14. The "Glav. Metalo Snab" Metal Stores.
15. Second City Hospital.
16. Two bridges over the Svisloch stream, one for vehicles and one for streetcars.
17. Opera House (Teatre Opery i Baleta).
18. Large new buildings (purpose unknown). In 1950, the site was occupied by one building which housed an air force headquarters. This building was razed and new buildings were erected on the site. Though their purpose was not known, they were not believed to be connected with the air force.
19. Belorussian Military District Headquarters.
20. The Electrical Industry Plant, former site of the GRES 1 power plant.

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21. Highway bridge over the Svisloch stream, constructed simultaneously with the construction of Prospekt Stalina.
22. Streetcar Depot .
23. Quartermaster Headquarters of the Belorussian Military District.
24. Belorussian Central Spare Vehicle and Tractor Components Stores (Avto Traktor Sbyt).
25. The "Zagot Zerno" Grain Store.
26. Domestic fuel stores.
27. University campus (universitetskiy gorodok), which included the Medical Institute (Med. Institut) and the Geological Institute (Geologicheskiy Ins.), occupying a total of three or four 2-or-3-story buildings.
28. Dom Pravitelstva, a 6-or-7-story building housing the Belorussian Council of Ministers, the Ministry of Trade, the Ministry of Local Industry and Domestic Fuels (Min. Mestnoy i Toplivnoy Promishlen) and the Gosplan.
29. The Kalinin Shoe Factory (formerly the Kaganovich Shoe Factory).
30. Former main post office, a building of several stories. The ground floor now occupied by a branch post office, while the remainder had been converted to private apartments.

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31. Third City Hospital, occupying an area of 300 x 250 meters and containing six or seven large, white plastered, 2-or-3-story buildings (no further details).
32. The "Lech Komisya" Special Hospital, for members of the "ruling circles"; the patients included Belorussian Party and Government officials, important Oblispolkom and Obkom-partii officials, important industrial plant directors, etc. The hospital was housed in one large building and another small sing-story building in the courtyard.
33. The Kirov Industrial Plant.
34. Vehicle and streetcar bridge over the Svisloch stream, with sidewalks.
35. Two or three 3-story apartment houses. In 1960, the former Voentorg stores, which had previously occupied the site, were demolished and the apartment houses were erected in their place. The cold storage plant was located in the vicinity of these apartments.
36. Parking space for vehicles of the Ministry of Construction, an area of about 100 x 100 meters surrounded by a board fence. About 150 trucks could be parked at the site in the open, both during winter and summer. The site was also occupied by a repair workshop and a fuel station.

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37. Military stores and barracks, housing a small unit.
38. The "747-KM" railroad freight station.
39. New concrete highway bridge on Dolgobrodskaya Street.
40. Barracks occupied by the so-called "Bel-Polk" MVD regiment.
41. Domestic fuel stores No. 2 (Sklad No. 2 Gortoplivo), an extensive area without army buildings where domestic fuels (peat, wood, etc.) were stored in the open.
42. Penicillin Plant.
43. A pre-World War II concrete highway bridge for vehicles and trolleybuses.
44. Central passenger railroad station.
45. Railroad workers apartment houses.
46. Parking space, repair workshop, and fueling station for the vehicles of the Council of Ministers (Garazh I Maysterkiye Sovyeta Ministrov), which included an 80-meter-long single-story building.
47. Town Slaughter Yards on Sverdlova.
48. Yeast Factory (Drozhdzhevoy Zavod).
49. Voroshilov Metal-Working Machines Plant

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50. Railroad bridge over the Svisloch stream, 25 to 30 meters long.
51. Thermal Power Plant No. 2.
52. Tire Repair Plant (Shinoremontniy Zavod).
53. Institute of Physical Culture.
54. Ministry of Land Reclamation (Ministerstvo Melyoratsii), occupying the four-or-five-story second building on the right-hand side of Kalinina Street, from the direction of Gorkogo Street to the town center.
55. A four-story building occupied on the ground floor by the Minskaya Pravda offices, the Gosbank, and a furniture shop. The remainder of the building served as apartments for the local tractor plant's employees.
56. The Tractor Plant.
57. Television station, completed in 1955 and included a four-story building and an aerial mast about 120 meters high.
58. Oblispolkom and Ob. MVD, which shared a white, three-story building at 2 Pl. Svobody since 1957. Until 1957, the building housed the Obkompartii. A new four or five-story building was being constructed on Engels Street, opposite Tsentralnaya Plosh., to house the Oblispolkom.

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59. Obkompartii and Gorkompartii, which had occupied the new four-story building at the corner of Kirova and Komsomolskaya since 1957.
60. Museum (Muzey Otechestvennoy Voyny) and the Belorussian Trade Union Council, which shared a three-story building at the corner of Oktyabrskaya and Ploshchad Svobody.
61. Voroshilov Rayon Executive Committee and MPVO Headquarters, which shared a three-story building.
62. New five or six-story building which was completed in 1957. The ground floor housed the luxurious "Vesna" Restaurant, while the remainder of the building contained apartments.
63. The Belorussian Ministry of Foreign Affairs.
64. Central Post Office (Glavniy Pochtamt), which occupied a new, four or five-story building at the corner of Prospekt Stalina and Sverdlova. It was completed in 1956.
65. Telephone Exchange.
66. Lenin Rayon Party Committee (Raykompartii), occupying a two or three-story building on Krasnoarmeyskaya, while the Rayvoenkomat was located on nearby Kirov Street.

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67. The Belorussian Ministry of Agriculture (Ministerstvo Selskovo Khozhyaystva), occupying a new five or six-story building, completed in 1955.
68. "Belorus" Hotel and Restaurant, which occupied an old five or six-story building.
69. Zavod Avtomaticheskikh Liniy, still under construction in 1957.
70. Tractor and Combine Spare Components Plant, still under construction but in production in 1957.
71. Zavod Elektrooborudovanya, for the manufacture of control boards for industrial plant electrical systems.
72. Zavod Elektrooborudovanya, which produced electric motors and equipment.
73. Town water pumping station (vodonapornaya stantsia).
74. Two tall metal masts, located in an old cemetery. They were rumored to be aerials of a Western broadcasts jamming station.
75. Military radio station, about 400 meters from Lagunskiy Trakt.

Legend to Sketch of Minsk Environs, Along Smolensk Road

1. Park Cheluskintsev (town park).
2. Numbered industrial plant alleged to manufacture ships instruments.
3. Artillery Officers School (Minskoye Artiller. Uchilishche).

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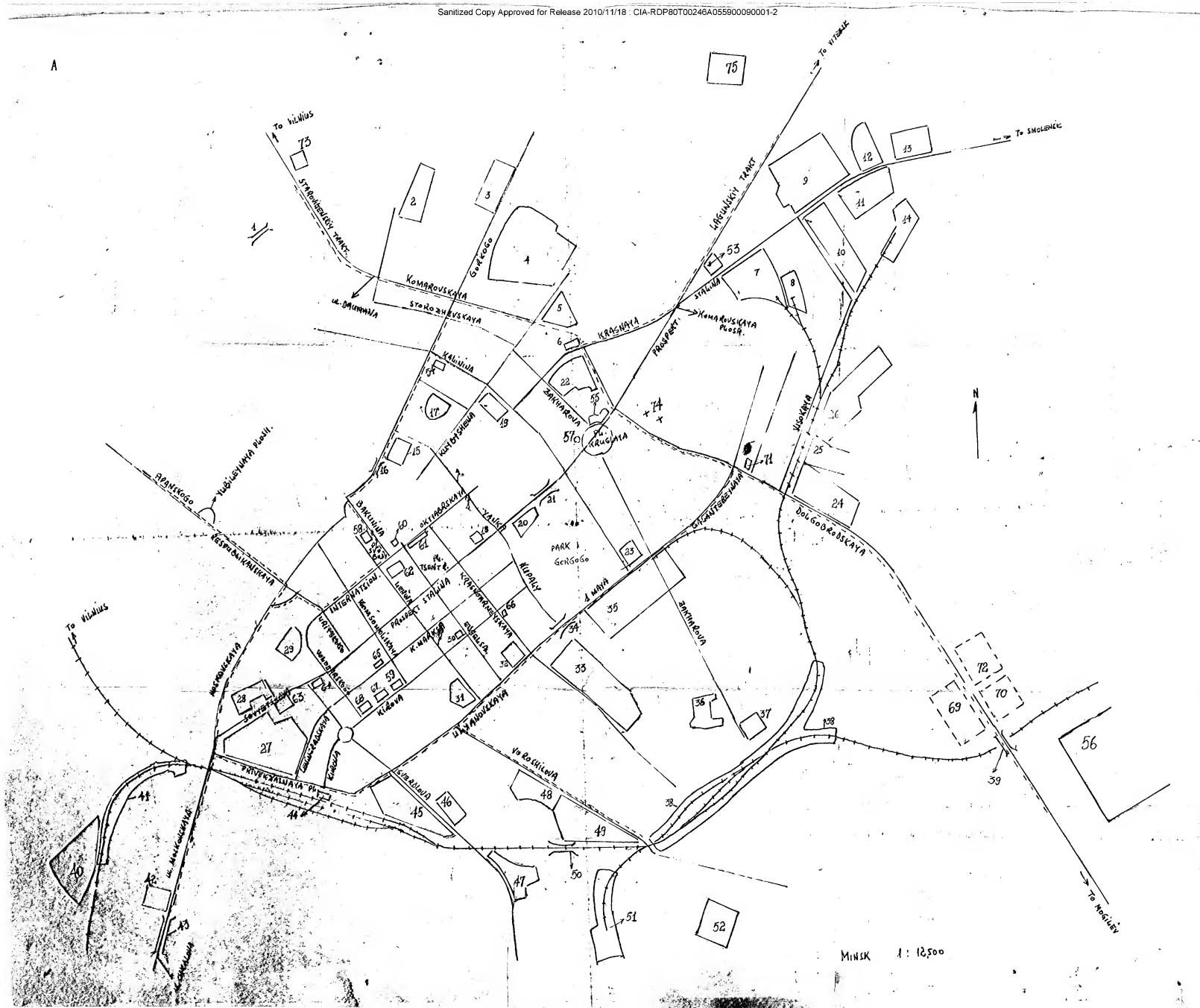
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- 3a. Military unit.
4. Large tank unit.
5. Military Academy.
6. Large military unit.
7. Minsk Radio Station.
8. Asphalt road to Lagunskiy Trakt.
9. Asphalt road to Minsk/Moscow railroad track.
10. Asphalt road to Kolodishche railroad station.
11. To Smolensk.

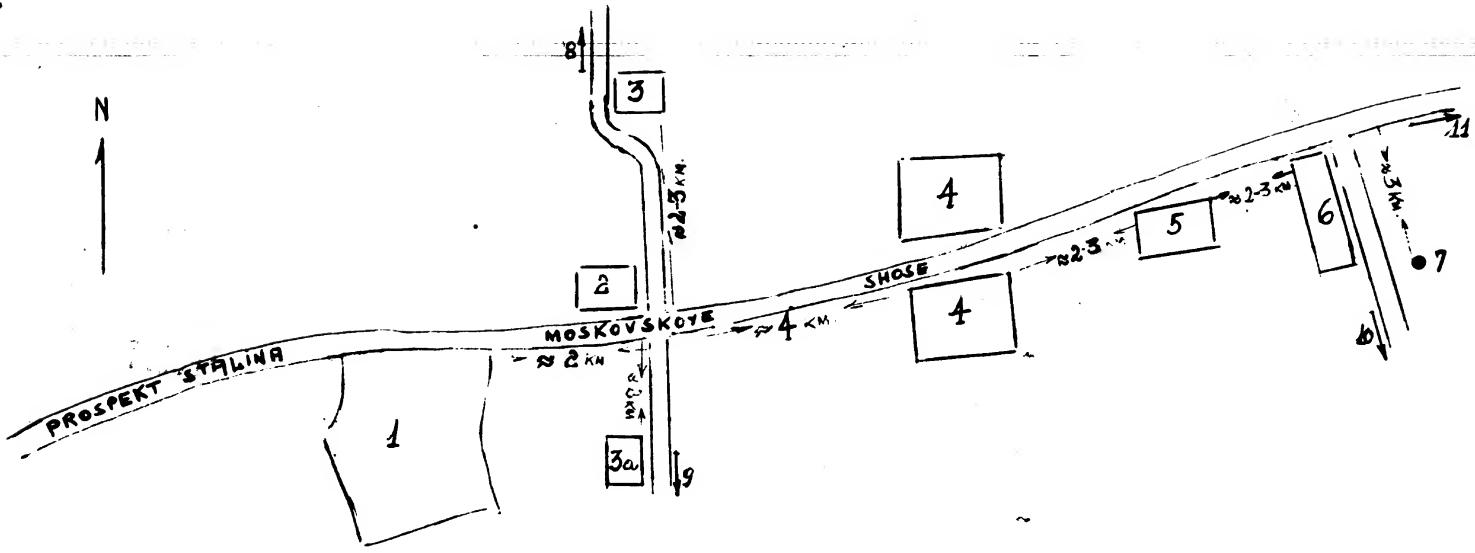
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